

The Hong Kong Daily Press

No. 8514

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二十二月二年一十光緒

HONGKONG, TUESDAY, APRIL 7th, 1886.

二第

號七月四英曆

[PRICE 2½ PER MONTH]

SHIPPING.

ARRIVALS.

April 6, FORTEN, British steamer, 509, G. Westoby, Poonchow, 2nd April. Amey, 3rd, and Swatow, 4th. General—DORLAND & CO. FRANK & CO.

April 5, JAPAN, British steamer, 1865, T. S. Gardner, Calcutta 14th March, Sand Heads 20th, Penang 27th, and Singapore 30th. Opium and General—DAVID SASSOON, Sons & Co.

April 5, VORONOV, British steamer, 876, J. Brown, Saigon 1st April, General—ARKHOLD, KARBURG & CO.

April 6, GARDNER, British steamer, 227, D. Scott, Hoihow 5th April, General—ADAMS, BROS. & CO.

April 6, NAK-VAN, British steamer, 472, Gardner, Hoihow 3rd April, General—A. R. MAST.

April 6, CHAMBERN, British corvette, Capt. A. Powell, Nagasaki 30th March.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.

6th APRIL.

None.

DEPARTURES.

April 6, SALER, British steamer, for Hoihow.

April 6, REMUS, Spanish steamer, for Cuba.

April 6, SPARTAN, Am. bark, for Victoria.

April 6, EMU, Spanish steamer, for Amoy.

April 6, PERINA, British steamer, for Shanghai.

April 6, LUTIN, French steamer, for Keelung.

PASSENGERS.

Per Fokien, steamer, from East Coast.—Miss Thompson, 6th Chinese.

Per Japan, steamer, from Calcutta, 6th.—Mrs. T. S. Gardner, Hon. A. B. Miller, Dr. J. Fleming, and Mr. J. B. Gray, and 450 Chinese, dock.

Per Forten, steamer, from Saigon.—17 Chinese.

Per Voryhond, steamer, from Hoihow.—43 Chinese.

Per Nam-yan, steamer, from Hoihow.—7 Europeans and 12 Chinese.

REPORTS.

The British steamer *Gardner* reports left Hoihow on the 5th April, and had light S.E. wind with fine weather until this morning, when she had done for 4 hours.

The British steamer *Voronyh* reports left Saigon on the 1st April, and had fine, clear weather and light S.W. breeze from port to 8 p.m. on the 5th, when the weather became very thick and continued so during the night.

The British steamer *Fokien* reports left Poonchow on the 2nd April, and on the 3rd, and Swatow on the 5th. From Poonchow to Amoy had moderate N.E. wind and fine weather; from Amoy to Swatow had light variable wind with dull and hazy weather; from Swatow to port had light S.E. wind and light foggy weather. In Poonchow str. *Payah*. In Amoy str. *Chang H. Kian*, American corv. *Enterprise* and German corv. *Elisabeth*.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(For last Mail's Advice.)

Vessel	From	Arrived
Charlotte	Hongkong	Feb. 12
Casapella (s)	Tokohama	Feb. 13
Melville (s)	Hongkong	Feb. 13
Mark Louisa	Hongkong	Feb. 14
Benedict (s)	Shanghai	Feb. 16
Oboron	Manila	Feb. 16
Electra (s)	Shanghai	Feb. 16

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Vessel	From	Expected
Birmingham Wood	Poonchow	Nov. 1
Hindostan	Canton	Nov. 15
J. V. Troop	New York	Nov. 25
Willa	London	Dec. 1
Edna S. Wood	Cardiff	Dec. 8
Banton (s)	Glasgow	Dec. 23
Highlander	Cardiff	Dec. 23
Highlander	San Francisco	Dec. 23
Hendrick	Cardiff	Dec. 23
Ben. Savill	New York	Jan. 27
County of York (s)	London via Swatow	Feb. 6
Columbus	London via Cardiff	Feb. 6
Algha (s)	London via Cardiff	Feb. 6
Star of China	London	Feb. 15
Reporter	Poonchow	Feb. 17

FOR SALE.

G. H. MUMM & Co. CHAMPAGNE.

322 Superior CLARETS, from 2 dozen Pints.

Superior CLARETS, from FISCHER & SAHN.

VINTAGES, 1880 to 1878, from \$10 to \$24 per dozen Quarts.

POUILLOU MONDOIN, 56 per doz. Quarts.

R. W. RANDON & Co. BRANDY.

56 per dozen Quarts.

VIENNA EXPORT-BEER, from ANTON DREIER.

394 per 4 dozen Quarts.

391 per 4 dozen Pints.

MELCHERS & Co.

Hongkong, 22nd April, 1884.

FOR SALE.

C. H. A. M. G. N. E.

AND

"MONOPOLIO SEC" (DRY).

C. A. R. O. W. I. T. & Co.

Sole Agents;

Hendrick, 6th April, 1884.

FOR SALE.

AT WHOLESALE PRICES.

SACCHON'S SHERRY—Bottled by Sir

FERDINAND, LONDON.

ISLAY BLEND WHISKY.

In 1 dozen cases.

CHERRY BRANDY.

In 1 dozen cases.

MANZANILLA.

In case of 1 dozen quarts.

LIGHT DRY.

In case of 1 dozen quarts.

LAGER-BEER—Pils. and Qls.

ALE, Bass & Co. PALE—Qls. and Pils.

STOUT, GUINNESS'S EXTRA—Qls. and Pils.

Apply to

W. G. HUMPHREYS & Co.

Bank Buildings.

Sole Agents for China.

Hongkong, 6th March, 1885.

INTIMATIONS.

FOR SALE.

BEDSTEADS!!

BEDSTEADS!!

BEDSTEADS!!!

LANE, CRAWFORD & Co.

ARE NOW SHOWING

The Largest Assortment of BEDSTEADS

ever seen in the Far East. Over ONE

HUNDRED BRASS AND IRON BED-

STEADS to select from, ranging in price

from \$10 to \$100 each.

AN INSPECTION IS INVITED.

LANE-CRAWFORD & Co.

Hongkong, 13th March, 1884.

W. BREWER has just received

Mark Twain's "Huckleberry Finn."

Teasdale's New Book "Faintly's Faintly."

Browning's New Poem "Summer Holiday."

Switzerland's New Poem "Summer Holiday."

A. B. C. Telegraph Codes.

Scott's Telegraph Codes.

Cassell's Grammar.

New Sporting Book with Col. Illustrations.

"Best Book on Record."

The Most Popular Novels "Levenworth

Cassell's Grammar.

Lady Somerset's "Our Village Life."

Rivers and Sports of England after Turner.

Gordon Cumming in the Himalayas.

Quail's Froese.

Arnold's God and the Bible.

Don't Stop! Always!

Stormont's Dictionary of English Language.

Letter Writers. Engineer's Almanack.

W. BREWER, Queen's Road.

Next Door to HONGKONG HOTEL.

KELLY & WALSHE

HAVE JUST RECEIVED

Space on the "Herald."

Spence on the "Herald."

Cassell's Grammar.

John Bull's Weekly.

Call Days by Hugh Conway.

John Bull's Weekly.

Little House on the Marsh.

Found Out by Helen Mathers.

Choice Bits, by Mark Twain.

Erasmus's Overland Tourist's Guide.

Stanford's Compendium—Europe.

Chinese Exhibits at the Health Exhibition.

Engelhardt's Guide to the United States.

Johnston's Geographical and Celestial Globes.

Photos of General Gordon and Col. Burnaby.

New Scrap Albums and Scrap Books.

Cassell's Grammar.

Nickle Framed Sun Glasses.

NEW READY.

FERGUSON'S MANUAL OF INTERNATIONAL

Law—O. V. M. 1884. Paper \$2.50, Cloth \$3.50; Full

Bound Law \$4.50.

THE SKELETON TELEGRAPH CODE.

15,000 Selected Words ruled for Private Codes;

Large 40, bound in cloth, \$5.00.

KELLY & WALSHE, HONGKONG.

NERVOUS DEBILITY.

A CURABLE GUARANTEE.

DE. E. C. WEST'S NERVE AND BRAIN

TREATMENT, a Guaranteed Cure for

All Diseases of the Nervous System, such as

Hysteria, Disgrace, Convulsions, Palsy, Neuralgia,

Hedachia, Watkiness, Mental Depression,

Premature Old Age, caused by Excesses, Over-

exertion of the Brain, or Over-indulgence

in the use of Liquor, and leading to

Misery, Decay, and Death. This Remedy is

from the Prescription of an Eminent

Physician, and has been tested and used

by the Proprietors with no hesitation whatever in

issuing a Written Guarantee of Cure or Money

Refunded to Every Purchaser of Six Boxes.

Each Box contains One Month's Treatment.

Each Box contains 10 Boxes (with Guarantee) for

\$7.00. Sent Post Free on receipt of P.O.O. by

W. C. CRUIKSHANK, Chemist, Sole Agent,

Hongkong.

FOR LIVER COMPLAINT and Dyspepsia use

WEST'S VIOLET LIVER PILLS.

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AFONG, PHOTOGRAPHER.

STUDIO, ICE-HOUSE LANE,

BEHIND NEW CENTRAL BANK,

HONGKONG.

Has a LARGE CHOICE, and more COMPLETE

COLLECTION OF VIEWS, than any other

BANKS.

HONGKONG SHANGHAI BANKING

CORPORATION.

Paid-up Capital \$7,500,000.

Reserve Fund 4,400,000.

Dividends 400,000.

Reserve Liability of Pro- 7,500,000.

PREFECTS.

COURT OF DIRECTORS.

Chairman—Hon. F. D. SASSOON.

Deputy Chairman—A. MILLER, Esq.

H. I. DAVENPORT, Esq.

H. HOPKINS, Esq.

H. G. GORDON, Esq.

H. W. KENNEDY, Esq.

CHIEF MANAGER.

Hongkong—THOMAS JACKSON, Esq.

Shanghai—E. W. C. SASSOON, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of

2 per cent. per annum on the daily balance.

Fixed Deposits:

For 3 months 3 per cent. per annum.

For 6 months 4 per cent. per annum.

For 12 months 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and

every description of Banking and Exchange

business transacted.

DEPOSITS granted on London, and the chief

commercial places in Europe, India, Australia,

America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 25th February 1885.

NOTICE.

RULES OF THE HONGKONG

SAVINGS BANK.

1.—The business of the above Bank will be

conducted by the Hongkong and Shanghai

Banking Corporation, on their premises in

Hongkong. Business hours on week-days, 10

to 3, Saturday, 10 to 1.

2.—The Assisted Hongkong and Shang-

hai Banking Corporation will form a direct

Security for the repayment of sums deposited in

the above Bank.

3.—Sums less than \$1, or more than \$250 at

one time will not be received. No deposit

may deposit more than \$1500 in any one year.

4.—Deposits may be made on behalf of rela-

tives, of Trusts, &c., in addition to the De-

positor's own account.

5.—Persons desirous of saving sums less than

a dollar may do so by affixing clean ten-cent

stamps to a form to be obtained at the Bank or

at the Post Office. When the form is presented

with ten clean stamps the depositor will be

credited one dollar.

6.—Depositors in the Savings Bank having

\$100 or more at their credit may at their option

transfer the same to the Hongkong and Shang-

hai Banking Corporation on fixed deposit for

12 months at 4 per cent. per annum.

7.—Deposits may be forwarded from the

Ports by means of clean Hongkong Postage

Stamps of any value.

8.—Interest at the rate of 3½ per cent. per

annum will be allowed to Depositors on their

daily balances.

9.—Each Depositor will be supplied gratis

with a Pass-Book which must be presented with

each payment or withdrawal. Depositors must

not make any entries themselves in their Pass-

Books, but should send them to be written up

at least twice a year, at the beginning of

January and beginning of July.

10.—Covers containing Lists of Registered

Letters containing Stamps or other Remit-

tances, and generally, correspondence up to the

business of the Bank will, if marked "Hong-

kong Savings Bank Business," be forwarded

free of Postage or Registration Fees by the

various British Post Offices in Hongkong and

China.

11.—Withdrawals may be made on demand,

but the personal attendance of the Depositor or

his duly appointed Agent, and the production of

his Pass-Book are necessary.

12.—All documents connected with the busi-

ness of the Savings Bank are exempt from

Stamp Duty.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

T. JACKSON, Chief Manager.

INTIMATIONS.

THE CHINESE INSURANCE

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

No.	CONSIGNEES.	DIRECTION.
HONGKONG.		
STEAMERS.		
13	Russell & Co	Hailphong
14	Stenson & Co	Shanghai
15	Gibb, Livingston & Co	Hioogo
16	Butterfield & Swire	Kochin
17	Jardine, Matheson & Co	Hioogo
18	P. M. S. S. Co.	S. Francisco
19	Russell & Co	
20	Rossides & Co	Manila
21	Rossides & Co	
22	H. & W. Doak Co	
23	Dorland Lartrak & Co	
24	Adams, 3 & N.	
25	Jardine, Matheson & Co	Coast Ports
26	Adams, Ball & Co	
27	Butterfield & Swire	Canton
28	Doak & Co	
29	H. C. & M. Steamboat Co	Canton
30	Messageries Maritimes	
31	D. Sassoon, Sons & Co	
32	P. & O. S. N. Co.	
33	H. C. & M. Steamboat Co	Macao
34	H. C. & M. Steamboat Co	Canton
35	Messageries Maritimes	Yokohama
36	Messageries Maritimes	Yokohama

583	Don Jias Leparith & Co	
472	A. R. Martz	
870	Jardine, Matheson & Co	Shanghai
870	W. & A. S. Matthews	Canton
209	Melchers & Co	Saigon
496	Jardine, Matheson & Co	
496	C. Traders' Insurance Co	
818	Russell & Co	Atolais
818	P. & O. N. Co	Yokohama
323	Douglaz Leparith & Co	East Coast
323	Arnold, Karberg & Co	
323	Soy Shing	
155	H. G. M. Steamboat Co	
155	Jardine, Matheson & Co	
155	Pusat & Co	
SAILING VESSELS.		
812	Melchers & Co	Portland
1068	Carlowitz & Co	London
441	Siemens & Co	
441	Melchers & Co	
451	Order	
232	Captain	
917	Russell & Co	
917	Order	Honolulu
498	Wider & Co	
790	Order	
593	Russell & Co	Portland
593	Melchers & Co	New York
593	Russell & Co	
812	Jardine, Matheson & Co	
840	Adams, Hall & Co	
820	H. J. H. Tripp	Yantai

432	Chinese	Manila
433	Chinese	Manila
434	Laas, Crawford & Co	For sale
435	Amshold, Karberg & Co	Victoria
436	Chinese	
439	Chinnise	Singapore
440	Horneo Co., Limited	
615	Arnhold, Karberg & Co	London
631	Arnhold, Karberg & Co	Honolulu
1771	Melchers & Co	
354	Arnhold, Karberg & Co	New York
1263	Bussell & Co	
1283	Order	
536	Laas, Crawford & Co	
831	Chinese	
438	Chinese	
276	Blischke & Co	
362	Siemssen & Co	
1174	Messageries Maritimes	
485	Pastin & Co	
179	Wieland & Co	Victoria
1027	Captain	Bangkok
553	Order	

MACAO.

360	Bussell & Co
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WHAMPOA.		
387	Lane, Crawford & Co	
733	Stenson & Co	
CANTON.		
383	Arnold, Karberg & Co	
420	Lane, Crawford & Co	
140	Order	
320	Captain	
SWATOW.		
Point on	22nd MARCH, 1875	
387	Jardine, Matheson & Co	Amoy
277	Jardine, Matheson & Co	Hongkong
598	Butterfield & Swire	Shanghai
733	Sassner & Co	Choofoe
AMOI.		
Point on	22nd MARCH, 1875	
410	Chinese	
340	H. A. Peterson & Co	
383	H. A. Peterson & Co	
619	Peterson & Co	
390	H. A. Peterson & Co	
444	H. A. Peterson & Co	
370	H. A. Peterson & Co	

280	H. A. Paterson & Co	
389	Russell & Co	
254	Passadg & Co	
FOOCHOW.		
PORT ON 3RD MARCH, 1885		
319	Chinese	
435	Chinese	
SHANGHAI.		
N. PORT ON 1st APRIL, 1885		
455	H. A. Schults	
438	Nils Moller	
303	Nils Moller	
219	Morris & Co	
43	Russell & Co	
HIOGO.		
PORT ON 24th MARCH, 1885.		
1159	Mayer & Co	
	Smith, Baker & Co	
1347	Mayer & Co	New York
313	Wade, Hall & Co.	

NAGASAKI.
 Port on 21st March, 1885.
 210 Holmes, Hager & Co
 472 Holmes, Hager & Co
 1084 M. E. M. Co
 1281 M. G. Dock

YOKOHAMA.
 Port on 23rd March, 1885.
 98 F. Hols.
 72 Captain
 45 J. D. Carroll & Co
 79 Captain
 215 A. Clark
 313 J. W. Palmer
 1300 M. M. Co
 37 Butterfield & Swire
 49 P. Rohm
 34 Onslow, Snow & Co
 60 Captain
 97 E. Mathies
 53 Master
 276 M. Reaps & Co
 563 Van Hemest

MANILA.
 Port on 23rd March, 1885.
 1300 Wilson, Hermann & Co

434	Willas, Hermann & Co	Liverpool
435	Forbes, Mann & Co	Liverpool
436	Smith, Ball & Co	New York
298	F. Richardson & Co	Chancet
298	Peals, Hubbard & Co	S. Francisco
1191	Smith, Ball & Co	
1093	Forbes & Co	Liverpool
LOILO.		
PORE ON 16TH MARCH, 1885.		
988	Smith, Ball & Co	Banton
634	Peals, Hubbard & Co	U. States
637	Ker & Co	U. States
1047	Peals, Hubbard & Co	U. States
1048	Peals, Hubbard & Co	Montreal
1230	W. F. Stevenson & Co	Montreal
753	Smith, Ball & Co	New York
144	W. F. Stevenson & Co	U. States
183	Ker & Co	Boston
1676	Ker & Co	New York
CEBU.		
PORE ON 16TH MARCH, 1885.		
804	Wheeler & Co	Liverpool
1288	Wheeler & Co	U. States
WINE, WHISKY, & C.		
WINE, WHISKY, & C.		

[illegible]

Corpl. Danlop, Bufile, c Jarrett, b Wood	7 c Cypod, b Jarrett	0
Private Jones, Bufile, c Danlop, b Metarin	3 b Wylde, b Jarrett	9
Corpl. Withers, Bufile, b Wood	3 b Lloyd	0
Corpl. Mitchell, A. I. C., b Wood	0 c Barif, b Jarrett	0
Corpl. Baldry, Bufile, c Wood, b Lloyd	0 b Jarrett	0

Comp. Brown, Huxley, & Cohen	12	c Ward, b Jarrett...	0
Sergei, Fox, Bull, not out	12	b Jarrett, b Jarrett...	0
Score 15, no ball, not out	4	b Jarrett, b Jarrett...	0
	105	no ball, 1	70

HONGKONG CRICKET CLUB.

C. P. Lloyd, b Whitehead	0
W. H. Johnson, b Jarrett	37
C. P. Lloyd, b Jarrett	49
C. P. Mowbray, b Jones	0
W. H. Johnson, b Jarrett	0
Capt. Mowbray, H. A. Jones	0
W. H. Johnson, c Lushall, b Jones	12
H. A. Jones, b Jarrett	0
P. W. White, b Lushall	0
C. S. Bards, not out	4
G. S. Corbett, absent	0
G. S. Corbett, absent	12

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**SUPPOSED LOSS OF THE TELE-
GRAPH STEAMER "MAGNETA."**

The new cable steamer *Magneta*, the "property of the Eastern Extension, Australasia and China Telegraph Company, which left Portland, England, on the 10th March, for Singapore, has not been heard of since, and

there is too much reason to apprehend that she has been lost with all on board. Boisterous weather was reported from the Bay of Biscay some weeks ago. There is, we fear, very little hope now of any of her crew being saved. Mr. Merrill was commander of the *Magnia*. Mr. Miller was electrician, and Mr. Watson, chief engineer. Mr. Shapley, Superi-

tendent of the Co's Station at Nelson, New Zealand, and Mr. Seaward, Superintendent of Cape St. James Station, and Mr. Cox Smith, of Cape St. James, were on board.

The following particulars, concerning the *Magneta* are gleaned from the *Electrician* :—
She was a somewhat similar vessel to the *Electra*...

and was built and engineered by Messrs. Napier, of Glasgow, to the order of the Eastern Extension, Australasia and China Telegraph Company from the design of Mr. Joseph Birnie. The following

were her dimensions:—Length, between perpendiculars, 230 feet 3 beam, 32 feet; depth of hull, from floor of deck to main deck beam, 16 feet 0 inches; depth, top of floors to top of awing deck, 24 feet; tonnage, about 1,096 tons. The ship was intended to steam 15 knots while working on a consumable cargo, and 18 knots on a full cargo. She was built at the West Cumberland Steel and Iron Company. She had water ballast tanks and four coal tanks, and was fitted with a 16-horse power engine, and aft according to Lloyd's rules, covered by a 3-inch by 5-inch teak deck, in long lengths fastened with galvanised bolts and nuts, and finished in the usual manner. The hull was covered with the usual iron plate, and the vessel carried two cylinder engines capable of consuming 5,000 gallons per day. The improved steering gear of Davis & Co. was adopted. The fore and aft masts were of iron, and the foremast carried topmasts. The vessel was partially fitted up by electricity, a special engine and dynamo being placed thereupon on a platform in the engine room. Incandescent lamps were fitted in the steering room, the cabin, the captain's cabin, officers', electrician's, and engineers' cabins, the chart, engine, dynamo, and testing rooms, in the cable tanks and along awing deck, while a powerful search light, of the projector type, was fitted in the foremast. The *Myagata* was also fitted with McWhirter, Roberts & Co.'s system of exhaust ventilation by steam, by which means 1,000 cubic feet of air per minute is supplied to the engine room, the foremast, and the foremast cat, inside, French polished with circular panels, gilded capitals, and edges of overhead mouldings, gilted. The handrails were of polished maple with white painted iron work. The saloon was fitted with the picking of the saloon was done in figured white enamel with gold on edges of mouldings. The saloon, captain's, chief electrician's, chief engineer's, and assistant electrician's, and the engine room, with the steward's cabin by means of electricity.

The workshop, one of the first necessities on board a cable ship, was very perfect. The testing room was fitted with a special dock, with a crane, and was taken in the construction to avoid as much as possible vibration from the steam steering gear, which would disturb the instruments. The engines were of the cross-compound type, with compound pumps, and with inverted cylinders and direct action. The boilers were of the cylindrical multitubular type, two in number, with three furnaces to each. In addition there was a small boiler for the engine room, and a galley's patent tank. The cable gear was of the most modern design, with all the latest improvements. The *Myagata* carried six boats: two life-boats, two cutters, captain's gig, and a launch, fitted and hung in the most approved manner.

Never since the explosion of the *Soldier* 8:45 AM. The *Soldier* was the last of a series of exploding steamships occurred in the Hangpu as on Saturday morning, 28th March, when upwards of seventy persons were killed without a moment's warning. The *Soldier* was a small Chinese steamship *Liu Yun* ("Floating or Passing Cloud") and the blue funnel steamer *Orester*, which occurred at twenty minutes past 10 o'clock on the same day. The *Orester* was a small Chinese ferry boat plying between Shanghai and Wusong and vice versa. This vessel was built on the Szechow Creek in the latter last year and was the first of a series of small Chinese steamships. The vessel has had an unfortunate loss, as on quite a number of occasions has been taken off the line for repairs. The Chinese, however, notwithstanding the loss of the *Orester*, are not in any confidence in her. She was placed on the line in opposition to the *For Yun* ("Flying Cloud") and at first the two vessels, which are much alike, were plying between Shanghai and Wusong, but later, the *For Yun* being better liked boat, left Kin-ke-yoon together, and the same occurred at Wusong, where the *Liu Yun* had a wreck of her kind. This vessel was built in the same place as the *Orester*. The owners agreed to start from opposite directions at the same hour. The

usual hour for leaving in 1938 morning. The *Zhi Yau* did not start till 10 a.m. from Woosung on her usual trip to Kie-loo-yau. She had a large number of people on board, one of the four owners stating that as many as one thousand passengers were on board. The vessel proceeded up the river, and when a little above the Kah-joo Creek on the Pootung side, she and the *Orates* came into collision with terrific force and the ferry boat, being cut in two, sank. "We do not know," they said, "how it happened, but we do not know," but of the unfortunate passengers, only thirty-two were saved, and seven of the crew. When the *Pasin* came in from Hangkow later on, she had a great quantity of wreckage on board, consisting of broken and twisted metal, bent ventilators and skylights, and a large number of bodies of natives, both on the banks and floating in the river. The Chief Engineer of a steamer at Woosung had a fortunate escape. He intended to go to the *Zhi Yau* to see what happened this morning in the *Zhi Yau*, but he was stunned and mind and engaged his passage in the *Fai Yiu* which left Woosung later in the day. Among the crew who were drowned were two sailors, two of the Chinese crew, and the Chinese steward. The *Orates* lowered her boats and saved thirteen people. One woman was killed of the injuries she received during the collision had one arm and one of her legs torn off. She was taken to the *Yau* and was taken to the *Yau* with the engine and boiler, is near the Kah-joo Creek and the fore part is some three hundred yards higher up the river. It was at first reported that the catastrophe was the result of the boiler of the *Zhi Yau* exploding, but it was later found that the boiler of the *Orates* was blown up. If there was an explosion, it must have taken place after the collision occurred.—*N. C. Daily News*.